February 2022

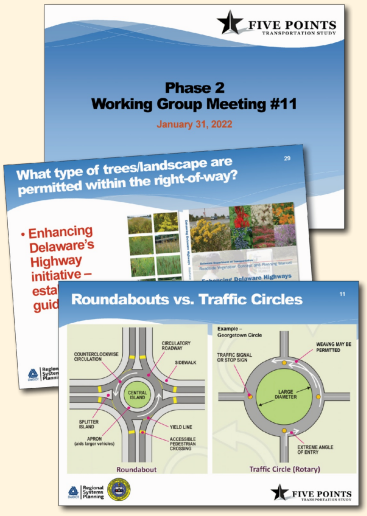
Your Update to the Five Points Transportation Study

Visit our Website

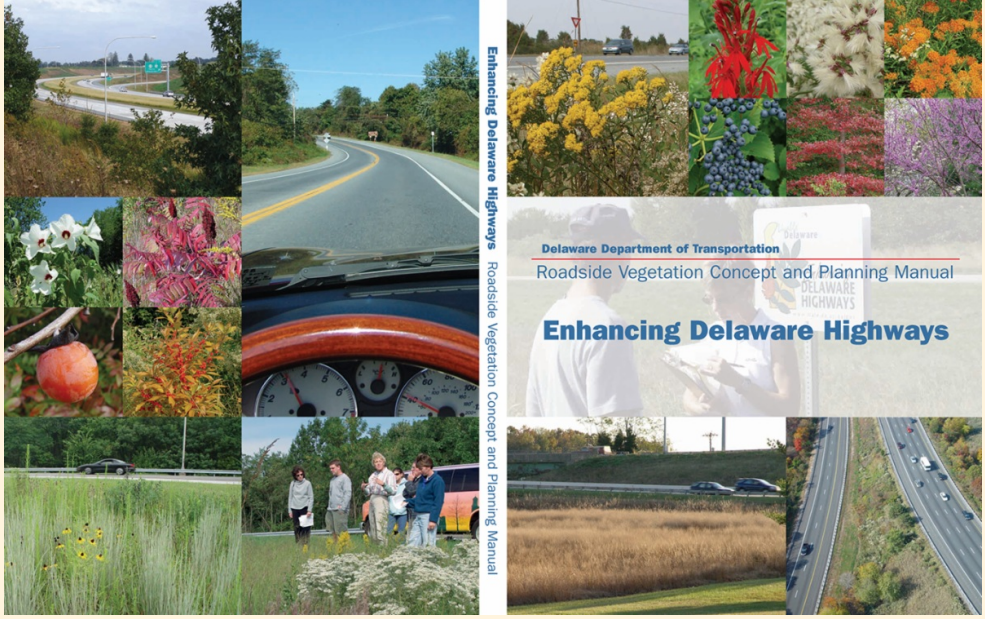
Project News

Working Group Meeting #11 Recap

The eleventh meeting of the **Five Points Transportation Study Working Group** was held virtually on Monday, January 31, 2022. The meeting included a review and status updates of the Five Points Transportation Study Implementation Plan. As of the January Working Group meeting, there were 55 of 78 recommendations in progress, ongoing or completed. Other items on the February meeting agenda included:



- **Leah Kacanda**, WRA Consultant Team Project Manager, gave a presentation on Delaware roundabouts, highlighting the differences between roundabouts and traffic circles, the safety benefits of roundabouts and how to use a roundabout if you are in a car, walking, or riding a bike. Leah also noted that more information on roundabouts can be found on the DelDOT Roundabouts web page including the location of existing roundabouts throughout the state. Need more? See below for a graphic that was included in Leah's presentation that explains why roundabouts are safer than traditional, signal-controlled intersections.
- In response to recommendation B-14 in the Five Points Transportation Study Implementation Plan, **Mike Campbell**, a Registered Landscape Architect with WRA, gave a presentation on when, where, and what types of trees can be safely located within the right-of-way (ROW). Mike noted that planning for trees in the ROW begins in the early phases of a planning or project development process and that major deciding factors determining tree placement are maintenance and safety. He also highlighted DelDOT's Enhancing Delaware's Highways initiative that includes established guidelines for planning roadside vegetation. Want more? Check out this month's **Knowledge Corner** (below) for more information and guidance.



Click here to view the Working Group Meeting Materials

Upcoming Working Group Meeting

Monday, April 25, 2022 @ 6:00 p.m.

The next meeting of the Five Points Transportation Study Working Group will be held on **Monday, April 25, 2022 at 6:00 p.m.** The location for this meeting is TBD. We will provide more information as the meeting date approaches.

We hope to see you on April 25th!

Save the Date! Public Open House!

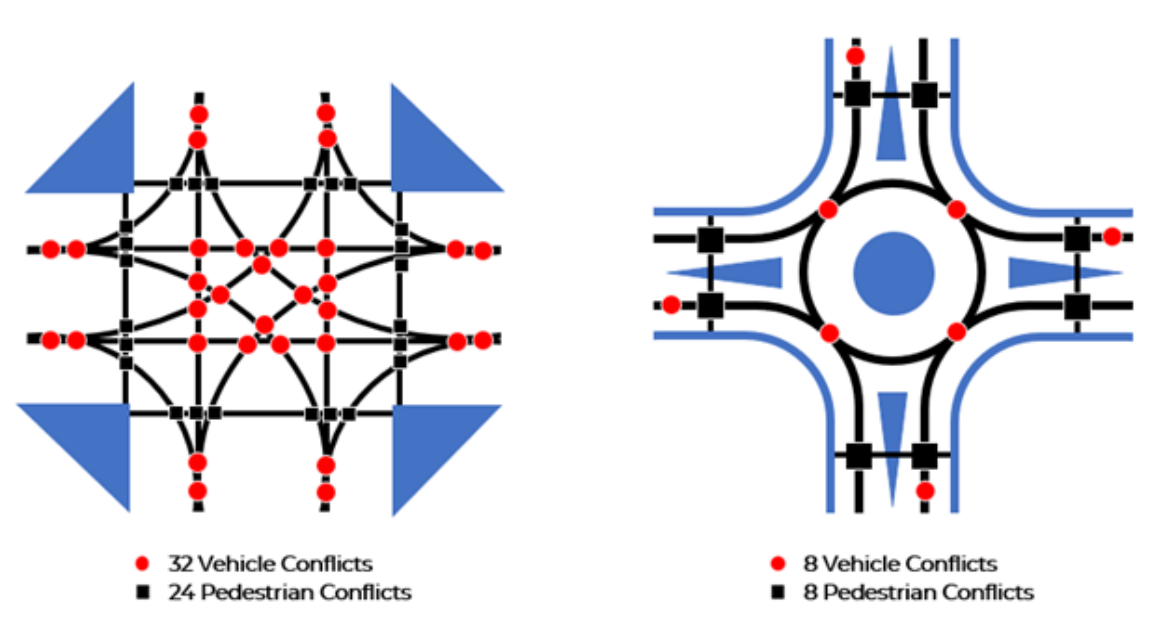
May 2022; More information to come on date, time and location.

Come learn about the progress that was made on the Five Points Transportation Study in 2021 and what is planned for 2022.

Stay tuned for more information!

Why Is a Roundabout Safer?

There is no doubt that the Five Points Transportation Study team has been spending a lot of time covering roundabouts lately. With the number of roundabouts planned statewide as well as in the Five Points area, we feel that too much information is never enough!! During the January Working Group meeting, there was a lot of positive feedback and discussion from Working Group members on the graphic below, so we wanted to share it again to reinforce the safety benefits of roundabouts compared to traditional intersections.

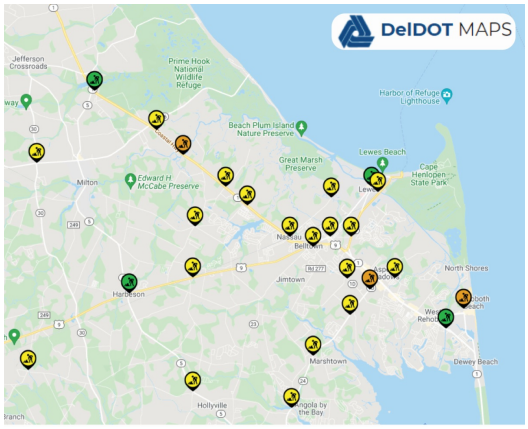


Source: AASHTO. *The Highway Safety Manual*, American Association of State Highway Transportation Professionals, Washington, D.C., (2010)

As the graphic shows, a traditional intersection contains 32 vehicle conflict points and 24 pedestrian conflicts. With a roundabout, conflict points are reduced to eight for both vehicles and pedestrians. Overall, roundabouts have been proven to reduce fatal and serious injury crashes by 78 percent compared to signalized intersections!

Still need more information? Head over to the DelDOT Roundabouts webpage. Roundabouts are a proven Federal Highway Administration (FHWA) safety countermeasure – check out FHWA's Roundabouts: An Informational Guide or this FHWA YouTube video on Rules of the Roundabout.

Area Project Updates



Active DelDOT Projects In and Around Five Points

At the Working Group's request, DelDOT is providing a map of active projects in and around the Five Points area. Use the map to view any active project and/or visit the links below to view the websites for a selection of projects.

View the Interactive Map Here.

- Bridges 3-155 (northbound and southbound) on SR 1 over the Broadkill River
- Bridge 3-714 on S266 (New Road) over Canary Creek
- Removal of Bridge 3-928R, Lewes RR Swing Bridge over the Lewes and Rehoboth Canal
- Plantation Road Improvements, Robinsonville Road to US 9
- Plantation Road Improvements, SR 24 to US 9 - Phase 2

- SR 1 & SR 16 Grade Separated Intersection
- SR 1 at S264 & S258 Intersection Improvements
- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Road Grade Separated Intersection
- SR 24, Mulberry Knoll to SR 1
- SR 24, Love Creek to Mulberry Knoll Road
- Cave Neck Road, Hudson and

- Realignment of Old Orchard Road at Wescoats Corner

Sweetbriar Roads Intersection Improvement

Knowledge Corner

Trees in the ROW – Additional Guidance

Do you ever find yourself wondering how trees get planted in the right-of-way (ROW)? Or perhaps what types of trees are best suited to highway ROW environments? DelDOT has prepared guidance to answer these and other questions about trees in the ROW!

When are trees/landscape placed within the right-of-way?

- To meet regulatory requirements such as the Landscaping and Reforestation Act
- When requested by the community and meet certain conditions. Planning for trees in the ROW starts during project planning or project development (e.g., on projects such as Five Points Transportation Study, Old Orchard Road Realignment and Minos Conaway Grade Separated Interchange)
- Coordination is needed between DelDOT Planning coordinates, DelDOT South Maintenance District and DelDOT Roadside Environmental since a major deciding factor is maintenance

Where are trees/landscape permitted within the right-of-way?

Safety first! Trees can cause hazards along roadway.

- Line of sight needs to be maintained to allow safe turning movements
- Lateral offset , or distance from the edge of the roadway to a vertical roadside element such as a curb, wall, utility pole, sign, or tree needs to be determined
- Lateral offsets can be affected by roadway classification, curbing/barrier, adjacent land use
- Avoid conflicts with utilities (above ground and below ground)

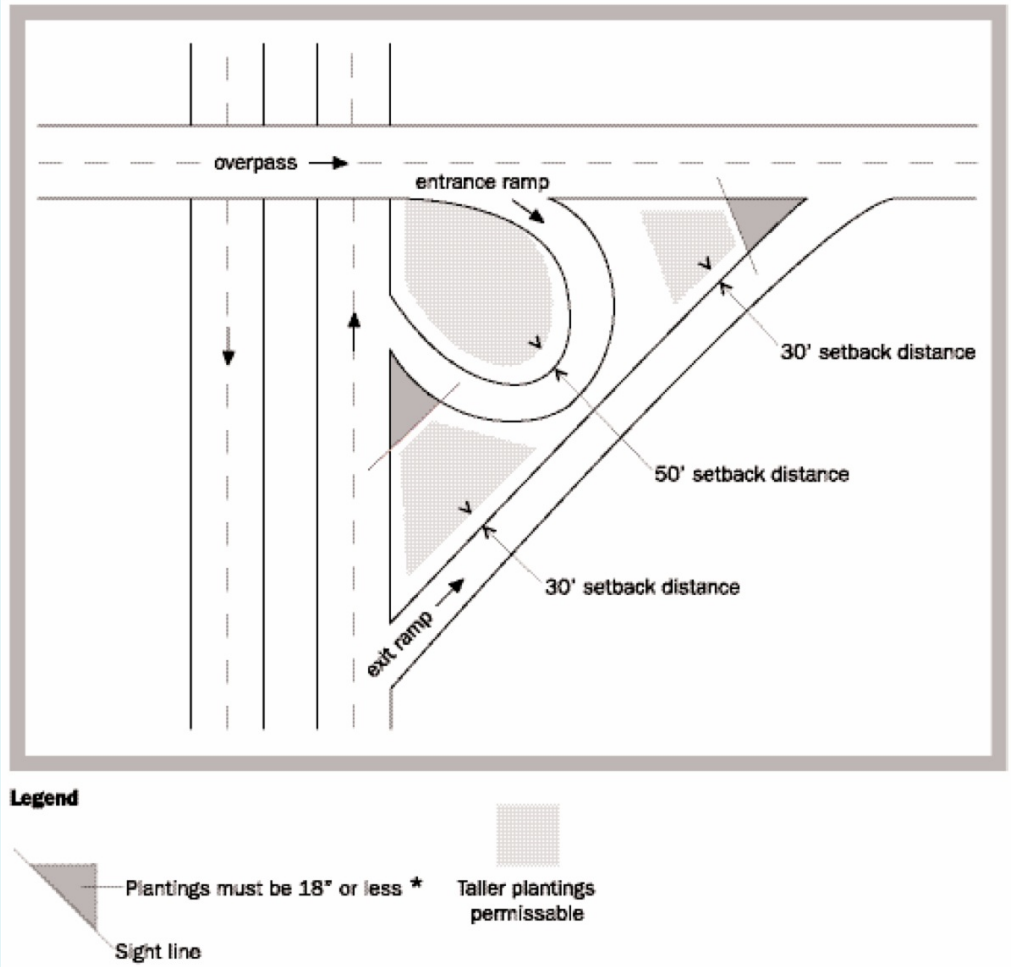


Diagram of sight line requirements at highway ramps. From[Enhancing Delaware's Highway Initiative Roadside Vegetation Concept and Planning Manual](#).

What type of trees/landscape are permitted within the right-of-way?

Species selection should consider

- Salt spray tolerance, wind tolerance, and sandy soil conditions
- Invasive species prohibited by law
- Native species may soon be required
- Recommended species list under development by DelDOT
- Established guidance is provided in Enhancing Delaware's Highway Initiative Roadside Vegetation Concept and Planning Manual and Roadside Vegetation Establishment and Management Manual

Who maintains trees/landscape within the right-of-way?

- Short-term maintenance costs can be included in installation cost; however they much consider maintenance of traffic requirements and safety for access
- Long-term maintenance is critical to the success of the landscaping. DelDOT can mow, apply preemergent, and perform some tree pruning. Naturalized landscapes (e.g., meadow along a highway) may reduce mowing requirements.
- Landscape Maintenance Agreements are required for all projects where extensive landscape elements are desired. These agreements are between DelDOT and an established entity with financial capacity to maintain the landscaping over time. These agreements must consider maintenance of traffic cost; however volunteer organizations may be a maintenance resource

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